

The council of the Administration, clearly indicated that the weakness of the board was in the fact that there was no legal sanction behind it and that it was practically without power to enforce its decrees.

"The board can make recommendations and issue decrees, but has no power to enforce them," he said. "It is a case of law without force behind it, and, as often happens, is not taken as seriously as it would otherwise be taken. The Senate put force behind the Railroad Labor Board, but the House would not stand for it."

It was learned in this connection that two aspects of the status of the board are receiving particular attention. The first, the lack of connection of any kind between the operations of the Interstate Commerce Commission, which is the body which is authorized to decide wages and working conditions on the lines; second, the absence of legal sanction which would enforce the decrees of the board in any particular controversy.

Unity Is Sought.

There is a strong move to bring some degree of unity between the two bodies in order to coordinate their action. The recasting of the transportation act of 1920 is regarded as inevitable, if only for this reason.

It was intimated that the coal situation as well as the railroad situation was discussed with the Senators who conferred with the President.

The Administration is greatly disappointed with the failure of both miners and operators to accept the suggestion for a commission to arbitrate their differences. President Harding himself is committed to the idea of a coal commission, having given his indorsement to the bill introduced several months ago by William S. Kenyon, then Senator from Iowa, who was chairman of the Committee on Education and Labor of which Senator Borah (Idaho) now is chairman.

In connection with the coal questions two matters are under consideration as between the President and the Senate leaders—the legal steps to be taken if the present policy of protesting the operators in producing coal should break down and action to take over enough mines to ward off a coal famine. Just as the Administration feels the necessity for some kind of a commission to stand between it and the mining industry it is felt that there should be accord as to the steps that would be necessary if the mines had to be taken over.

While the Administration is disappointed over the standpoint of the executives, it is not without some encouragement is derived from the fact that some of these roads are disposed to make a settlement with their own men. Daniel W. Wilson, president of the Baltimore and Ohio, at a conference to-day with members of the Senate Interstate Commerce Committee informed them that the Baltimore and Ohio was ready to make a settlement on Tuesday in an effort to reach an agreement on terms to resume work.

BUFFALO STAYS QUIET UNDER ARMED GUARDS

State Troopers and City Police Force Car Service.

BUFFALO, July 22.—With State troopers and city police patrolling the streets no serious disorder occurred to-day in connection with the street car strike. Service was resumed on four lines, bringing the total number of cars in operation up to ninety-six. On Sunday cars will run on six additional lines. This will complete the day service on all lines in the city.

Mounted troopers and automobiles carrying policemen armed with shotguns proved highly effective in dispersing a threatening gathering during the day.

Mayor Schwab again to-day suggested plans for arbitration of the strike. Company officials and the president of the Chamber of Commerce declined to call a committee to meet with one appointed by union leaders. Then the Mayor suggested that he name a committee of three, the Chamber to name two and a city commissioner to preside over the board of inquiry. After considering the plan the Chamber of Commerce directed that the board be called to meet to-morrow.

For the purpose of "placing the true facts in the strike before the public," the Mayor to-night stated that he would appoint a committee of six prominent citizens to sit with a city commissioner to investigate the causes of the strike.

STRIKER MUST ANSWER A CHARGE OF CONTEMPT

Ordered to Cease Disobeying Terms of Injunction.

SATYR, Pa., July 22.—Raymond A. Delaney, acting general chairman of the strikers and officers on the Lehigh Valley Railroad, today explained to the Bradford County Court why he should not be held in contempt.

He was served with an injunction ordering him to quit his strike activities which would result in the closing-out of sixty ash truck workers in the local yards. He engineered the formation of a firemen and others union last night. Delaney officials charge he knew of the injunction handed down last week, yet he joined union men from picketing and interfering with employees still at work.

DANSHER WILL FIGHT FOR A.F.L. IN NEW HAVEN

To Resist Railroad's Plea for Restraining Order.

MERIDEN, Conn., July 22.—C. J. Dansher, attorney of this city, today stated that he has been engaged as counsel to represent the American Federation of Labor International Union, all locals and individuals in the railroad shopmen's strike before Judge E. S. Thomas, the United States District Court at New Haven next Saturday at the hearing on the application of the New York, New Haven and Hartford Railroad for a restraining order to prevent the strikers from interfering with the employees of the company now working in the shops.

ALLEGED WIRE TAPERS OFFER TO SURRENDER

Wanted in Tampa, They Set Terms for Return.

TAMPA, July 22.—Frank L. McSherry and William Jarvis, alleged wire tappers, who have been fugitives from justice in this country for more than two years, numerous attempts to secure their extradition from New York having failed, have offered, through P. A. Niall of this city, to return if they will not be fined in excess of \$2,500 each.

County Solicitor Givens has recommended to the county commissioners that the conditions for their return be that they be placed in the city jail in 1920 when police raided an alleged wire tapping and gambling establishment operated by them.

FOUND ANTI-TRUST

It so, see if it is advertised in the East and found columns of to-day's New York Herald.

610,000 MINERS ON STRIKE; 1,855,000 A RE STRIKE AT WORK

Department of Labor Reports on Survey of Industry—Iowa, Illinois, Ohio and Pennsylvania Fields Are Tied Up by Walkout.

WASHINGTON, July 22 (Associated Press).—Approximately 610,000 coal miners are on strike in the nation's bituminous and anthracite coal fields and 1,855,000 still are at work, the Department of Labor announced to-night upon the completion of a survey of the coal mining industry.

The survey shows that no miners are on strike in Alabama and Virginia, but that the full working strength of the miners has been made idle by the strike in the bituminous fields of Iowa, Illinois, Indiana and Ohio and in the anthracite fields of Pennsylvania.

The effect of the strike, as revealed by the survey, is set forth by the department in a table which by States gives the approximate number of men employed in the industry when the general suspension of work was declared and the number now on strike, as follows:

State	Employed on July 22	On Strike
Alabama	30,000	0
Arkansas	5,000	4,000
California	10,000	0
Colorado	15,000	4,000
Illinois	90,000	90,000
Indiana	20,000	20,000
Iowa	15,000	15,000
Kansas	15,000	12,000
Kentucky	10,000	5,000
Michigan	8,000	3,000
Minnesota	10,000	10,000
Montana	6,000	5,000
New Mexico	4,500	1,000
Ohio	100,000	100,000
Oklahoma	10,000	9,000
Pennsylvania	155,000	155,000
Tennessee	12,000	4,000
Texas	10,000	4,000
Utah	4,000	2,000
Virginia	12,000	0
Washington	5,000	2,000
West Virginia	90,000	40,000
Wisconsin	8,000	7,000
Total	185,000	610,000

Among those miners now listed as "at work" are included, it was said, about 10,000 pump men and firemen, who have remained to keep the mining property in condition and prevent flooding of mines.

Further efforts of the roads, Mr. Jewell said, to use the recent suspension of work, "which the roads forced upon the men," as an excuse for failing to make any concessions whatever, means that organized labor "will fight to the last ditch against the conspiracy against their fundamental rights and the general welfare of all men who live by labor."

Mr. Jewell charged also that the roads were in a conspiracy to destroy the seniority rights of the men, and criticized the public act of adjustment to continue seniority rights of employees who suspended work.

"There are three principal issues now pending a peaceful settlement of the railroad controversy, which are found in the refusal of the railway executives to discontinue contract work; to establish a national board of adjustment to continue seniority rights of employees who suspended work."

Position of Employees.

"The position of the employees on these three issues is summarized as follows:

"The Labor Board has decided that if one class of employees can be taken from under the application of the transportation act there is no sound reason why each and every railroad employee in the United States cannot be given treatment by the roads, which have nullified the act in the case of the Erie Railroad, which has contracted out every one of its car and locomotive shops, the larger roundhouses and all trains."

"The New York Central and its subsidiaries, including the Michigan Central and the Big Four, have contracted out car and locomotive shops, roundhouses, and all trains, and have nullified the act in the case of the Erie Railroad, which has contracted out every one of its car and locomotive shops, the larger roundhouses and all trains."

"Never before in the history of the industry has there been such a demonstration of solidarity as is now witnessed in the ranks of the miners engaged in this struggle."

"The 610,000 coal miners of this country are more determined to-day to win their strike than they were on the day the strike started."

Their determination and their perfect morale is the marvel of all time in industrial controversies. These men cannot be coerced into submission to terms and conditions that are repulsive to them. It is idle to talk about driving them back to the mines."

"Coal companies, bent upon destroying the miners' union and starving the miners, have resorted to the acceptance of pauper wages and poverty living conditions, forced this strike upon the miners and the American people. We do everything humanly possible to avoid it. We repeatedly asked the operators to confer with us and agree upon a wage scale that could be worked out around the conference table. They refused time and time again. We are still ready and anxious to meet with them at any time and place, just as we have done for the last twenty-five years."

"There is just one way to settle this strike, and that is by the joint conference method. And that is the way it is being settled. It is the way of what anybody says, thinks or does."

Sending troops to the mines does not solve the people's coal problem. In the opinion of the Public Committee on Coal of 33 West Thirty-ninth street. "What the industry needs to-day is rather the vision of the engineer than the bayonet of the soldier. The committee says in a statement sent to President Harding, Senator Borah, Representative Bland and other members of Congress."

"The committee thinks there are several alternatives to the 'use of force.' It says:

"Any policy which is aimed against conference and bargaining is doomed to failure. President Harding has put forth a statement to President Harding, and the Pennsylvania's strike vote has been rejected by the miners and accepted only in principle by the bituminous operators. In the President's proposal arbitration is made compulsory, inasmuch as the findings of the suggested arbitration commission shall be accepted as final."

"But when it comes to a choice of arbitrators the proposal clearly indicates that the controlling part of the commission, namely the representatives of the public, is to be selected not by the parties affected, but by the President."

The report argues for the selection by the two parties to the controversy rather than by the Government, of an arbitrator or arbitrators whose tenure of office shall be continuous and whose decisions shall be final. At the same time a continuing governmental fact finding agency would be established, composed of persons experienced in gathering data. This agency would collect by subpoena, if need be, all the facts about the production and distribution of coal.

MUCH BRITISH COAL COMING TO AMERICA

Demand for Ships Increasing Daily and Prices Rise.

LONDON, July 22 (Associated Press).—The demand for ships to convey coal to America is increasing daily. Many steamers have been loaded in the United Kingdom this week for sailings to various American ports, the freight rate being from eight to ten shillings a ton.

Lloyd's Shipping List to-day says some companies are endeavoring to force a fixed rate of 9 shillings 6 pence a ton, but as American Shipping Board steamers are willing to come over and lead 7 shillings 6 pence there is little prospect of the higher rate being paid.

The chartering market has become considerably firmer and the American demand for coal has caused a scarcity of tonnage in some sections. In Cardiff, Newcastle and Middlesbrough the heavy bookings for all kinds of coal for July shipment to the United States have caused an advance of six pence to a shilling a ton, and although the actual amount of business is difficult to ascertain, Cardiff firms alone are said to have booked 20,000 tons and Newcastle firms 150,000 tons.

The coal supply on the east coast was somewhat scarce for July shipment and American orders are being executed for August shipment at the dealers' rates.

JEWELL SAYS ROADS ARE TRYING TO DESTROY SENIORITY RIGHTS

Labor Will Fight to Last Ditch for Its Fundamental Rights.

FOR ADJUSTMENT BOARDS

Shopmen's Leader Believes Such Bodies Could Settle Many Disputes.

CHICAGO, July 22.—Outlining the principal issues upon which settlement of the railroad strike controversy rests and characterizing the Association of Railway Executives as a "banker controlled" organization, B. M. Jewell, head of the railway employees department of the American Federation of Labor, issued a statement to-night in which he declared that many of the labor difficulties and disputes could be readily settled by the establishment of "one national board of adjustment."

Further efforts of the roads, Mr. Jewell said, to use the recent suspension of work, "which the roads forced upon the men," as an excuse for failing to make any concessions whatever, means that organized labor "will fight to the last ditch against the conspiracy against their fundamental rights and the general welfare of all men who live by labor."

Mr. Jewell charged also that the roads were in a conspiracy to destroy the seniority rights of the men, and criticized the public act of adjustment to continue seniority rights of employees who suspended work.

"There are three principal issues now pending a peaceful settlement of the railroad controversy, which are found in the refusal of the railway executives to discontinue contract work; to establish a national board of adjustment to continue seniority rights of employees who suspended work."

Position of Employees.

"The position of the employees on these three issues is summarized as follows:

"The Labor Board has decided that if one class of employees can be taken from under the application of the transportation act there is no sound reason why each and every railroad employee in the United States cannot be given treatment by the roads, which have nullified the act in the case of the Erie Railroad, which has contracted out every one of its car and locomotive shops, the larger roundhouses and all trains."

"The New York Central and its subsidiaries, including the Michigan Central and the Big Four, have contracted out car and locomotive shops, roundhouses, and all trains, and have nullified the act in the case of the Erie Railroad, which has contracted out every one of its car and locomotive shops, the larger roundhouses and all trains."

"Never before in the history of the industry has there been such a demonstration of solidarity as is now witnessed in the ranks of the miners engaged in this struggle."

"The 610,000 coal miners of this country are more determined to-day to win their strike than they were on the day the strike started."

Their determination and their perfect morale is the marvel of all time in industrial controversies. These men cannot be coerced into submission to terms and conditions that are repulsive to them. It is idle to talk about driving them back to the mines."

"Coal companies, bent upon destroying the miners' union and starving the miners, have resorted to the acceptance of pauper wages and poverty living conditions, forced this strike upon the miners and the American people. We do everything humanly possible to avoid it. We repeatedly asked the operators to confer with us and agree upon a wage scale that could be worked out around the conference table. They refused time and time again. We are still ready and anxious to meet with them at any time and place, just as we have done for the last twenty-five years."

"There is just one way to settle this strike, and that is by the joint conference method. And that is the way it is being settled. It is the way of what anybody says, thinks or does."

Sending troops to the mines does not solve the people's coal problem. In the opinion of the Public Committee on Coal of 33 West Thirty-ninth street. "What the industry needs to-day is rather the vision of the engineer than the bayonet of the soldier. The committee says in a statement sent to President Harding, Senator Borah, Representative Bland and other members of Congress."

"The committee thinks there are several alternatives to the 'use of force.' It says:

"Any policy which is aimed against conference and bargaining is doomed to failure. President Harding has put forth a statement to President Harding, and the Pennsylvania's strike vote has been rejected by the miners and accepted only in principle by the bituminous operators. In the President's proposal arbitration is made compulsory, inasmuch as the findings of the suggested arbitration commission shall be accepted as final."

"But when it comes to a choice of arbitrators the proposal clearly indicates that the controlling part of the commission, namely the representatives of the public, is to be selected not by the parties affected, but by the President."

The report argues for the selection by the two parties to the controversy rather than by the Government, of an arbitrator or arbitrators whose tenure of office shall be continuous and whose decisions shall be final. At the same time a continuing governmental fact finding agency would be established, composed of persons experienced in gathering data. This agency would collect by subpoena, if need be, all the facts about the production and distribution of coal.

MUCH BRITISH COAL COMING TO AMERICA

Demand for Ships Increasing Daily and Prices Rise.

LONDON, July 22 (Associated Press).—The demand for ships to convey coal to America is increasing daily. Many steamers have been loaded in the United Kingdom this week for sailings to various American ports, the freight rate being from eight to ten shillings a ton.

Lloyd's Shipping List to-day says some companies are endeavoring to force a fixed rate of 9 shillings 6 pence a ton, but as American Shipping Board steamers are willing to come over and lead 7 shillings 6 pence there is little prospect of the higher rate being paid.

The chartering market has become considerably firmer and the American demand for coal has caused a scarcity of tonnage in some sections. In Cardiff, Newcastle and Middlesbrough the heavy bookings for all kinds of coal for July shipment to the United States have caused an advance of six pence to a shilling a ton, and although the actual amount of business is difficult to ascertain, Cardiff firms alone are said to have booked 20,000 tons and Newcastle firms 150,000 tons.

The coal supply on the east coast was somewhat scarce for July shipment and American orders are being executed for August shipment at the dealers' rates.

SENATOR WALSH POINTS OUT SEVEN WOOL TARIFF FAULTS

HERE are the seven chief points made against the high wool rates of the Fordney-McCumber tariff bill by Senator Walsh, Democrat (Mass.).

1. That the rate of 33 cents per pound on wool is the highest ever levied in any tariff law, excluding from consideration the joker clause emergency law.
2. That the rate of 33 cents per clean pound of wool is 50 per cent. higher than the average rate in operation under the Payne-Aldrich law and on certain grades of wool where the shrinkage is low it is considerably more than 50 per cent. higher.
3. That the rate of 33 cents per clean pound of wool is at least 33 per cent. more—in some cases even higher—than that named in the House bill.
4. That the bracket sliding scale through which the rate of 33 cents per clean pound of wool is levied is objectionable because it is deceptive and cannot be administered in such a way as to avoid litigation.
5. That the domestic production of wool, notwithstanding high protective duties, has not increased and that it is now necessary to import from 40 to 50 per cent. of the domestic consumption.
6. That the cost to the wool manufacturing industry of the 33 cent. duty on raw wool will be \$72,000,000, which, when paid by the consumer after pyramiding, will approximate \$200,000,000, which figures exclude the increased cost to the public by reason of the manufacturers' protective duties.
7. That high protective duties in the wool manufacturing industry have increased the number of individual manufacturing units and are promoting trust control of the industry.

WAR ON WOOL RATES LAUNCHED IN SENATE

Continued from First Page.

some extent, the tariff figured in prices, but entered a defense of the committee rates on the ground that they were necessary if the wool industry was to continue in America. Most of the time on the floor, however, was consumed by Senator Walsh.

"This duty," he said, "is the highest ever levied on raw wool under any tariff law. It is equivalent in each instance to approximately thirty-three cents per clean pound. It is the first time that the clean content has been made the basis for a duty on wool, and it will be observed that the Senate rate is an increase over the House rate of at least 33 per cent., or even more whenever the maximum ad valorem provision (35 per cent.) is operative. In fixing the clean content rate at thirty-three cents per pound it will also be noted that the increase is 50 per cent. over the rate provided for in the Payne-Aldrich law."

Rates Held Camouflaged.

"Assuming that the duty fulfills its purpose of raising the value of domestic wool by the amount of the tariff, the increased cost to the wool manufacturer, which will, of course, be passed on to the public after further pyramiding, will be \$72,000,000 a year."

"The elaborate scale of brackets in this bill, when translated into plain English, simply means an approximate duty of thirty-three cents a pound, yet by camouflaging the duty it is made to appear much lower than the actual pound rate."

"Inasmuch as the woolen branch of the industry (carded woolen manufacture) is more largely dependent upon the finer and higher shrinking wools than is the worsted branch, it follows that the effect of a duty levied upon the gross basis has been to discriminate against the carded woolen manufacturers and in favor of the worsted industry."

"The underlying law, placing wool on the free list, eliminated this discrimination, and the public protest, particularly against schedule K of the Payne-Aldrich law, was so loud and was such a powerful factor in the repudiation of that law by the electorate that it can be safely said that this country will never return to the levying of duties on wool on a gross basis."

Public to Get Pyramiding.

"That the wool growers suffered severely in the depression of 1920 and 1921 cannot be doubted, but so did all branches of industry suffer, and so did the consuming public. That every effort should be made to improve the condition of the wool grower, but the wool grower should expect no more to be done for him by the Government through indirect taxation than those spent in any other industry. He should not expect the great majority of the people to be burdened by taxation to a greater extent than is the case at this time."

"The facts about the bracket sliding scale of duties, through which the rate of 33 cents a clean pound of wool is levied, is objectionable because it is deceptive and cannot be administered in such a way as to avoid litigation. They all show that the domestic production of wool, notwithstanding high protective duties imposed under the Payne-Aldrich law, has not increased and that at this time it is necessary to import from 40 to 50 per cent. of the wool consumed in the United States. Likewise, it can be shown that the cost to the wool manufacturing industry of the 33 cents a pound rate will be \$72,000,000, which when paid by the consumer, after pyramiding, will approximate \$200,000,000."

WYOMING GOVERNOR HAS TROOPS READY

Acts After Hearing From Sheriff in Mine Field.

CHEYENNE, Wyo., July 22.—Following a telephone conversation with Sheriff Thomas of Sheridan county, in the mine field of that county, today the Wyoming Adjutant-General, Egan, to hold in readiness for action Wyoming National Guard cavalry troops at Lander and Riverton.

GOV. SMALL IS ASKED TO AMEND MINE CODE

Illinois Manufacturers Seek Legislation at Once.

CHICAGO, July 22.—The Illinois Manufacturers Association today telegraphed Gov. Small asking him to call a special session of the Legislature to amend the State coal mining code to permit operation of the mines.

The association also sent letters to every member of the Legislature asking support for the move.

FARMHAND DROWNS IN LAKE.

David Connor, 19, son of Owen Connor of Webster avenue, New Rochelle, was drowned in a lake on Daley farm on Wilmet road, New Rochelle, Friday night. He was employed as a farmhand on the Iselin estate. The body was recovered yesterday morning.

ROADS FIGHT STRIKE BY FORMING UNIONS

Control by Federation of Labor Is Challenged by Executives.

WORKERS GIVE WARNING

Assert Plan Will Alienate Public and Operating Forces on Lines.

A challenge of the American Federation of Labor's control over the shop craft organizations was seen yesterday in an announcement by railway executives that shop unions of employees were being formed along the lines of the Pennsylvania system's federation, which would make controversies like the present shopmen's strike a more simple matter to deal with.

That such organizations are in the process of formation on the Delaware and Hudson, the Lehigh and the Lackawanna was admitted yesterday by John G. Walber, chairman of the bureau of information of the Eastern railroads, who said also that if they came into being at the same time that it is the support of official labor in the recent suggestion of the United States Railroad Labor Board that some such representation was necessary the railroad could see a factor that might eventually break the hold of the American Federation of Labor over the shop unions. So far, it was said, the movement has not extended beyond the shop committees.

Announcement that the road managements had decided to encourage this sort of organization among employees as a means of meeting existing conditions brought a statement from John J. Dowd, international vice-president of the Brotherhood of Boiler-makers and firemen of the central strike committee.

See Attack on Unionism.

"Every railroad that announces the establishment of a company union attempts to use the strike as a means of establishing the open shop," he said. "Enough roads have made the announcement already to prove that the support of official labor in the recent suggestion of the United States Railroad Labor Board that some such representation was necessary the railroad could see a factor that might eventually break the hold of the American Federation of Labor over the shop unions. So far, it was said, the movement has not extended beyond the shop committees."

"This is a direct challenge to every union, including those not on strike. It is an advance notice to the engineers, conductors and others that if the roads win against the shopcrafts their turn will come. The strike against the roads will do more than anything that has occurred to arouse the entire body of railway workers to the necessity of standing by the shopcrafts. It will rally the support of the strike against every other industry because it strikes at the heart of American trade unionism."

Railway executives yesterday, while admitting that the principles employed by the Pennsylvania system were being used as a guide, credited the growth of the movement to the suggestion of the Railroad Labor Board, which shopmen at work in the strike against the Lehigh Valley road said they were not under any such suggestion. E. M. Rine of the Lackawanna said that the movement had not yet gone beyond the shop trades.

Strength of Shop Unions.

According to Secretary John G. Walber, spokesman for the railway executives, the "independent" or shop unions, where they have been organized, have a strength of 58 per cent. or better of the normal force to draw from. This would increase, he explained, as the striking force drifted back to work. It was his opinion that when the movement attained full momentum national strikes in the shop crafts might be a thing of the past. He denied that the Lehigh Valley road had admitted that it was under way among their employees. E. M. Rine of the Lackawanna said that the movement had not yet gone beyond the shop trades.

A reflex of the movement was observed in a public announcement signed by Daniel Willard, president of the Baltimore and Ohio. It said in part: "There are no matters in controversy between the Baltimore and Ohio Company and its employees that cannot, in my opinion, be settled and settled promptly by a conference called for that purpose. I am confident that if a conference could be had between the representatives of the men and officers of this movement, but the present unfortunate situation could be cleared up, and the company earnestly invites the men to join in a conference for this purpose."

The statement added that the Baltimore and Ohio had purposely avoided recruiting its depleted shop forces to full strength in the hope that the strikers would return.

There are no matters in controversy between the Baltimore and Ohio Company and its employees that cannot, in my opinion, be settled and settled promptly by a conference called for that purpose. I am confident that if a conference could be had between the representatives of the men and officers of this movement, but the present unfortunate situation could be cleared up, and the company earnestly invites the men to join in a conference for this purpose."

STANDARD EIGHT

The Car With Airplane Lubrication

With the new model 98 Standard Eight you don't rush down one hill to climb the one beyond.

It takes you up on high with smooth, even power, in spite of the heaviest load. It takes you in third in 7 miles as fast as you wish to drive.

Get Standard Eight

IMMEDIATE DELIVERIES

Factory Sales Branches 1922 Standard Eight 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970,